RELICS OF THE RING.

MR. O'CONOR AND THE TWEED SUITS. A SHARP REVIEW OF THE ACTION OF THE LEGISLA-TURE ON THE CIVIL REMEDIES BILL-MR.

O'CONOR AND THE CORPORATION COUNSELL Mr. Charles O'Conor has caused to be printed in a stout volume entitled "Peculation Triumphant, being the Record of a Four Years' Campaign against Official Malversation in the City of New-York, A. D. 1871 to 1875," a documentary history of his memorable contest with the Tweed Ring. It contains the points, arguments, statements, &c., in the Ring suits, with the opinions of the courts, and closes with a Memorandum which we subjoin in full.

MEMORANDUM.

FEBRUARY 1, 1875. It is the interest of all mere partisans to prevent laws from being made, or judicial decisions forming precedents pronounced, which might be inconvenient to themselves or their friends. Here the tricksters of both parties meet on a common ground

That sort of forensic reasoning which is often more sharp than wise early discovered that the abstraction of an employer's money by an agent could not easily be punished as a crime.

In a great degree this technicality was early gotten rid of in respect to private servants by the statutes rendering embezzlement indictable. But no law of this sort has ever been extended, in our State, to public agents. The revisors of 1830 proposed so to extend it; but the astute Legislature of that day rejected their proposition. It may be found in the Revisors' Reports, 3 R. S. p. 820, Sec. 58, Second Ed., and is as follows:

and is as follows:

If any officer of this State, intrusted with moneys belonging to the people of this State, or to any county, town, city, or village, by virtue of his office, shall fraudulently or cerrouply apply such noneys, or any part thereof, to any purpose moompatible with the duties of his office, whereby the people of this State chall sustain any loss, be shall, upon conviction, be imprisoned in a State prison not exceeding ten years, or shall be fined not exceeding \$10,000, or both, in the discretion of the Court.

Had this law been enacted it might have been easier to convict Tweed, and perhaps his indictment would not have been extended to the "monster" dimensions so often complained of. At all events it would have afforded some facility in the prosecution of delinquent officials. A bill to the same effect is now before the Legislature, A. D. 1875. It seems to be thought too severe, and its passage is doubtful.

Instituting civil suits against the New-York City peculators in the name of the State has sometimes been spoken of as an ingenious device. There is no ground for so regarding it. There was no other practicable remedy. Had its availability been very doubful, it would still have been an imperative duty to try the experiment. Nothing could have excused the Attorney-General's assistants in omitting to make it, unless indeed they had been possessed of a perfect conviction that it would fail.

So far from this being the case, the English precedents were clearly in its favor. How these precedents happen to be inapplicable here has not yet been shown. In order, however, to naturalize them, and thus avoid the inconvenient results of the decisions in the Ingersoll and Fields cases, a bill has been prepared as follows!

cisions in the Ingersoll and Fields cases, a bill has been prepared as follows:

An Actroncerning judicial remedies for peculation and other verones affecting public momeys and rights of property, passed 1875. The People of the State of New York: represented in State and Assembly, do enact as follows:

SECTION: Where any money, funds, credits, or property hid or owned by this State, or held or owned officialty or otherwise, for or on behalf of any public or governmental interest, by any municipal or other public corporation, board, officer, custodian, agency, or agent of any city, county, village, or other division, subdivision, department, or portion of this State has been heretofore without right outsined, received, converted, or disposed of, and not actually recovered back and restored previously to the passage of this act, unto the proper and lawful official receiver, depositary, and custodian thereof, either in specie, or by full and lawful companisation for the same daily made, all such money, funds, credits, and property, together with all right, title, and interest in the same, and all saits and actions, and cause and causes, tright and rights of suit and action for the same, and for any damages, or other compensation due, recoverable or that might be had on account or by reason of any and every such obtaining receipt, conversion, or disposition, and sill glaims and demands for such damages and compensation shall be deemed and taken to be vested in the people of the State of New-York and, so far as may, in ludgment of law be necessary to effect sheh investiture, are by force of this act transferred to and vested in the people of the State of New-York and, so far as may, in ludgment of any appeal or otherwise, in the name of any plaintiff before untitled to prosecute the same shall, on the application of the Attorncy-General, direct the same to be continued in the name of the people of this State.

ESC. 2. When any such money, funds, credits, or prop-

Same to be continued in the name of the people of this State.

SEC. 2. When any such money, funds, credits, or proprisc. 2. When any such money, thank, etcoling, of prop-ing as aforesaid shall be hereafter without right ob-lined, received, converted, or disposed of, and shall a within one month after such wrongful obtaining, cepts, conversion or disposition thereof, be so actually covered and restored as aforesaid, then and from the recovered and restored as attressing them and from the expiration of that term all such money, funds, credits, and property, and all such right, title, and interest in the same, and all such claims, demands, rights, and remedies in respect thereof, as in the first section of this act are in like cases mentioned, unless previously so vested by law, shall in like manner, by force of this act, be transferred to and vested in the people of the State

See 3. The Attorney-General on his own motion may Sec. 3. The Attorney-General on his own motion may be written request of the Governor, he shall, prosecute all such suits, actions, and judicial proceedings as may be necessary or expedient for enforcing the interests, rights, and remedies of the people of this fact in this set mentioned.

Sec. 4. On petitions fled against the Attorney-General as respondent by a corporation, board officer, agency, or agent, for or on behalf of any city, county.

eral as respondent by a corporation, county discounty, agency, or agent, for or on behalf of any city, county, town, village, division, department, or portion of the State in the first and second sections of this act mentioned, the Supreme Court, at any special term thereof held in the County of Albany, on summary proceedings after the recovery and actual receipt by the people of to the State Treasury of any property, money, funds, credits, damages, or compensation in this act mentioned or reforred to, which, if this act had not been passed, would not have belonged to the State, may make such order and judgment as may be just and equitable for the disposition of the proceeds of such recovery, so as to order and judgment as may be just and equitable for this position of the proceeds of such recovery, so as reinstate the lawful custody which was disturbed impeded by the wrong complained of, after reimbursi the State Treasury out of such proceeds for all expentant may have been incurred by the State in the preting that may have been incurred by the State in the preting the state in the state in the preting the state i ees. This section shall apply to actions now pending and such summary orders and judgments shall be select to appeal in like manner and to the same extent judgments in actions.

dements in actions. Sec. 5. On the application of the Attorney-General,

whatever. SEC. 6. No act or part of any act which may be inconsistent with the provisions of this act shall be of any effect to prevent the full operations of this act. SEC. 7. This act shall take effect immediately.

The Mayor of the City of New-York having nounced to the Corporation Counsel, January 2, 1875, an intention to remove him, the eldest of the counsel named on page 29 [Mr. O'Conor] presented to the Mayor (January 29, 1875) certain observations on the Counsel's answer. His concluding remarks were as follows:

VIL Although the amounts are more impressive in the metropolitan city, precisely such frauds as those perpetrated by Tweed, Connolly, and Fields, eccur in the interior. An instance may be instruct-1ve. Over \$54,000 were awarded by the Legislature to a remote county in the north woods, whereupon its faithful supervisors granted the whole sum to the person who acted as their agent in the application. This happened in 1871, the memorable year of Tweed's fall. The agent received the money in the same masner, and while the \$6,000,000 of the Court-house fraud was being paid out to the New-York conspirators. A State action was brought by the Attorney-General against the Supervisors and the agent; but the decision in the Fields case is a controlling precedent, and must be fatal to it. Four of the seven appeal Judges bold that the Supervisors can alone prosecute any legal remedy. This, of course, as to all local frauds, virtually establishes a long rogue's holiday. True it is that one of the judges who united in that opinion was dropped by the people at the late election, and a competitor entertaining opposite views was chosen in his place, but there is still a majority in favor of the doctrine which thus affords to knaves a practscal impunity. A pertinent remark occurs at Section 736 of Judge Dillon's leading American Treatise on Municipal Corporations: "Since experience has shown how liable these corporations are to be betrayed by those who have the temporary managent of their concerns, it would never do for the courts to hold that relief against illegal acts could only be had by an authorized suit, by and in the name of the corporation." As we have seen, the supposed technical rule, now finally sanctioned in the Ingersoll and Fields decisions, together with the virtual possession of the City Law Department, through an

the Ring's machinery for saving their assets from the just consequences of their political bankruptcy When this cavil was first ventilated, in October, 1871, our eminent fellow-citizen, Mr. Evarts, remarked that its investigation was superfluous. 'If," said he, "there should be any doubt as to the adequacy of existing remedies, the Legislature will immediately remove it." This idea had its origin in his extensive knowledge of legislation in purer times, and his confidence in the uprightness of the coming men. It was creditable to him as a jurist, although, as we shall see, his confidence was unmerited, and consequently his prediction was not verified.

A Republican Legislature was elected under the banner of official reform, and on its meeting in 1872, Mr. Tilden brought into the Assembly a bill framed in conformity with Mr. Evarts's conception. It proposed to recognize a right of action in this State, effectually guarding, at the same time, all local interests. If enacted, this bill would have obviated all technical difficulties and secured substantial justice, but it did not become a law. Next in this history we find official reform checked by the decisions in favor of Ingersoll and Fields; but despair was not yet justifiable. The Republicans had hitherto controlled; yet almost cotemporaneously with those inconvenient decisions, the other political party seemed to be coming into power, and thus another resort was afforded. The unsuccessful eftort made by Mr. Tilden in 1872 might be renewed under other suspices. Accordingly his bill was drafted mew for the incoming Legislature [see above], and then it was that proceedings were initiated for the removal of the Ring's appointee from the head of the City Law Department, that his place might be supplied by an energetic foe of official malversation and corrupt jobbery. The Tilden bill, above alluded to, was desirable in 1872 to obviate technical objections then deemed utterly futile, and sure, as it seemed, to be repudiated in our highest court, and indeed by all enlightened and impartial jurists. But now, i. c., in the Autumn of 1874, the proposed law had become a necessity. Not only had judicial learning in the interim uncovered to view the crying evil that existing laws, just as the Ring and their professional advocates had astutely contended, did commit to the thieves themselves, and their associates, the exclusive right to be heard in courts of justice against such local thefts as we are contemplating; but other events had occurred greatly increasing the need of some such clearing-

Nearly all the chief wrongdoers had withdrawn themselves beyond the limits of our State, and doubtless had also carried with them their illgotten gains. It is evident that great difficulty must attend any attempt to establish before foreign courts the title of local boards or offices to maintain actions for those public moneys. Counsel considerably versed in our laws, and with large experience in applying them, have differed with reference to this question, nor have our highest judges been unanimous in their interpretations. If the right to the stolen funds were vested in the State by statute the remedy in all cases and in all courts and places would be plain and effectual.

Besides the State of New-York would be more readily recognized in foreign countries as a suitor, and more fully respected than any corporate or quasi-corporate official body claiming to represent the interests of a local constituency. Yet, from information received since your charges were presented, it seems probable-indeed it is certain-that neither the Tilden remedial enactment above described, nor any other of like or similar efficacy, will be adopted by the Legislature of 1875. Attachments against assets which have been transported to foreign climes, and writs of arrest under the code of procedure against persons who have fled to Belgium or Brittany, are indeed proposed, but this is simply a "mockery, a delusion, and a snare." Our ancestral jurisprudence is denied us by a lean majority of "one overruling Church, our universally reverenced Chief Judge Rapallo, the chosen representative of our great metropolis, and Miller, the most recent recipient of our people's favor. Legislators will not reinstate it, and, for the present, the people are remediless.t

It was desired that the perpetrators of the flagitious thefts discovered in 1871 should be pursued even to the ends of the earth, with the the most efficient instrumentalities attainable, and stripped of their plunder; it was also desired to avoid raids on the Treasury through false claims at law, combined with weak defenses. Recovering public money, or inflicting personal inconvenience upon any individual, was not the object in either case. The aim was by making examples and instituting safeguards to deter from such evil practices as have obtained, and thereby to save trom official rapacity the money which still remains in the possession of our citizens as vet unstolen.

From the time when Mr. Tilden, now our Governor, engaged my professional aid for this purpose in 1871, until in the present year, 1875, it became evident that whatever political party may be in the ascendant, the speculators, past and prospective, have such influence that the arm of remedial jus tice, paralyzed by the action of the courts, cannot be reinvigorated by needful legislation, my hope for official reform, and my confidence in its practicability, were unshaken. That animating impulse led me to advise, and strongly to desire the removal now under consideration; giving that advice involved an obligation to aid, if requested, in consequent inquiries; and for this last reason alone the task of examining the spondent's answer has been performed. It is presumed that no further service of the kind will be required. By whomsoever prosecuted, civil suits against the Ring will be embarrassed by technicalities arising from the numerous existing laws prepared in their interests; and meanwhile the statute of limitations will be apt to cover their frauds with its mantle of oblivion.

It is plain to my mind that unless there shall be introduced hereafter some great and vital change in administration not now practicable, even one dollar of the stolen \$30,000,000 will never be recovered, nor is it likely that the continuous jobbery of certain classes can otherwise be arrested. In my judgment, these circumstances render it unimportant to the publie whether or not the suggested removal shall take place; and as personal aims have never weighed in considering the question, the interest I once felt in it has wholly ceased. My inclinations do not tend, however, either to indolence or despair. Terrible as are the evils engendered by political tergiversation. and now overspreading the land, this great people are too intelligent and too greatly blessed by the natural advantages of their glorious country to be irredeemably ruined by selfish factions.

The pressure of these very evils must ere long stir to needful efforts for their own deliverance from misrule the tax-paying and burden-bearing classes, who are neither place-hunters nor politicians by When they shall arise and institute a movement of sufficient power to compel needful legislation, without regard to the interests of "our friends," my good wishes will accompany it. Nor shall any service in my power be withheld from it. At the very next election an entirely new Legislature is to be chosen. Perhaps then, or at some other period not far distant, we may hope to see expelled from control the rival factionists who, as the fabled brothers divided immortality, hold in alternate enjoyment the ever active privilege of swindling the public with impunity through the forms

. In the Ingersoll opinion (ante, p. 290), the court com "In the Ingersoll opinion (ante, p. 20), the court comments means their tonsity upon the permicions effects of a modern contrivance, i.e., the forming in government of what it apily terms a "hybrid body." The first experiment of this kind, in our experience, was Tweed's, Board of Supervisors. Some materials for an instructive history of the second are furnished in this book. I The Court of Appents admits it to be desirable "that the haw was different" from the rule, which, unhapplity, they were bound to "declare."

ECONOMICAL AGITATION AT THE CUSTOM-HOUSE The agitation at the Custom-house over the tischarge of the employes still continues, and a great deal of apprehension is manifested by those who think that their political influence is not sufficient to secure their retention in the revenue service. Abundance of possession of the City Law Department, through an dissatisfaction is expressed by those whose salaries appointee of their own, has, from the outset, formed have been reduced by the process of equalization.

THE RAILWAY RATES WAR.

TRUNK LINE CONTESTS IN EARNEST. CTION OF THE BALTIMORE AND OHIO RAILROAD TO MEET MEASURES TAKEN BY THE PENNSYL-VANIA CENTRAL-CAUSES OF DIFFERENCE BE-TWEEN THE PENNSYLVANIA AND OTHER LINES-

OTHER RAILROAD SKIRMISHES. The conflict between the Pennsylvania Central and the Baltimore and Onio Railroads was con-tinued yesterday, with a somewhat better outlook for the latter road. A consultation was had on Monday, at Baltimore, between President Garrett of the Baltimore and Ohio Railroad Company and his various subordinate officials, and the result was that on Monday night the general passenger agent in this city returned to New-York with a full supply of through tickets from Baltimore to all points West. The passengers by this road can therefore now obtain through tickets from this city as usual, the Company paying the local rate between as usual, the Company paying
New-York and Baltimore. Arrangements have also
been made for the Company's agents to meet the passengers at Havre de Grace and there recheck the baggage through to its destination without causing either trouble or detention to the passengers. Be yond this action nothing new was known yesterday at either of the offices of the conflicting roads. The agents of the Pennsylvania Railroad are not yet permitted to sell through tickets by the Baltimore and Ohio road, although by doing so they would secure the transportation of the passengers from this city to either Philadelphia or Baltimore. The agents here are awaiting further instructions as to passenger rates, which are expected on through tickets to be greatly lowered soon. It was understood in railroad circles yesterday that the Pennsylvania Railroad has refused to take any freight marked to go by the Baltimore and Ohio Railroad, but inquiries at the various offices of the former Company, and at the railroad piers, found that nothing defluite was there known as to the Issuing of any orders to that effect. The officials at the Baltimore and Ohio Railroad offices said that they had not heard that the freight had been refused; but only that the cars belonging to their company had not been permitted as usual to use the rails of the Pennsylvania Railroad. There had been no detention of freight, so far as they were A rumor was circulated among both railroad and

financial men that Presidents lewett and Vanderbilt of the Erie and New-York Central had sent very decisive dispat hes to President Scott, saying that the troubles now existing between the Pennsylvania and the Baltimore and Ohio Railroads must be adjusted speedily, 38 they were likely to ruin the carrying trade from New-York. A TRIBUNE reporter called at the offices of both the Eric Railway and the Now-York Central Railroad, but could not obtain any definite statements to support the rumor. A further report was current that President Jewett had telegraphed to President Garrett in a somewhat threatening manner relative to the issuitar of tickets to ticket agents; but this report was exceletily denied by Vice-President Blanchard of the Eric, who said that if any such dispatch had been sent he bolieved that he should have heard of it; and further, that as the general agent of the Ballians and Onio Railroad had been in Now-You to adjust matters in this city, he had not see the necessity of sending any such dispatch. It was reported moreover that a new trouble was likely to break out between Commodore Vanderbit and Col. Scott, in consequence of the latter having leased or purchased the old Manhattan Market at the foot of West Thirty-fourth-st, and the adjoining lots on the north, for a slaughter-house and salesyard for cattle coming by way of the Pennsylvania Railroad. It was also stated that Col. Scott or his agent had secured the necessary permits for slaughtering from the city authorities; and as Manhattan Market lies between the Hudson River Railroad depot at Thirtieth-st, and the new eattle-yards at Sixteeth-st, the purchasing or leasing of this property is said to be looked upon by Commodore Vanderbit as a direct attack upon the rights and privileges secured to the new cattle narket. The agent who is said to have so successfully and yet quietly secured the property is Mr. Defreese.

The struccie between the Grand Trunk and Great Western Railways of Canada still continues, and with very little prospect of ending speedily. At first the Groat Western sought to induce the Eric Railway to join it in the conflict; but upon the rights and privileges secured to the new cattle narket. The agent who is said to have so successfully and yet quietly secured the property is Mr. Defreese.

The Grand Trunk say that the Great Western has had very little business since the "cuiting under" principl the Eric Railway and the New-York Central Railroad, but could not obtain any definite statements to support

Louis, at lower rates than are charged by other lines, according to the Commissioner's tariff. Nominally, their rates given at the office at No. 417 Broadway, are the same as those of other lines; but contracts are continuity made at special rates when large lots are offered. It was stated yesterday at the office that the best rates which can be obtained are always taken; but it was not the policy of the Company to allow any freight to go by other lines if the Central Vermont could make terms with the shippers. The road had never joined the Saratoga combination, nor was it likely that it ever would, as it was generally believed that the contract was daily broken by the lines which pretended to be the most particular in preserving the rates.

HOSTILITIES OPENED.

THE CARS OF THE BALTIMORE AND OHIO RAILROAD NOT PERMITTED TO RUN OVER THE PENNSYLVA-NIA-NO THROUGH TICKETS OR FREIGHT-CAUSES OF THE CONFLICT-ATTITUDE OF THE PHILADELPHIA, WILMINGTON AND BALTIMORE ROAD-INCONVENIENCES TO THE PUBLIC.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. PHILADELPHIA, Feb. 16 .- The reopening of ostilities with the Baltimore and Ohio Raliroad absorbs the attention of everybody from President to messenger at the offices of the Pennsylvania Railroad in this city. All applications to Col. Scott for his version of the case were met during the day by the response that he was engaged upon a reply to the letter addressed to him. which President Garrett telegraphed to the newspapers at midnight last night, and that he would furnish the reply to the press as soon as possible. At the offices of the Philadelphia, Wilmington and Baltimore Railroad the controversy also excites anxious interest, that company standing in the attitude of a small and peaceably isposed man who fluds himself between two gigantic fellows, each bent upon giving the other a thrashing, and neither regarding the comfort of the unfortunate third party.

The war was opened to-day by the refusal of the Pennsylvania Railroad to allow the Baltimore and Ohio cars to run over its line between Philadelphia and New York, and the issuing of instructions to its employées to take no freight, and issue no tickets from the latter place to points on the Baltimore and Ohio road, and to through tickets issued by that Company. The action of President Garrett in declining to join the Saratoga Combination, and his persistence in fixing rates to and from Chicago without regard to the views of the other trunk lines, is the cause of this step. Like all controversies now-a-days, this was carried into the pewspapers at once. Garrett got the start in this kind of warare by the letter published in THE TRIBUNE this morn-

The arrangement under which the Baltimore and Ohio and Pennsylvania Railroads have been working of late, as regards through travel between New-York and Washington, was made in April last, and ended in a condition of open hostility which had existed during the previous Winter. No written contract was made, but it was verbally agreed between representatives of the rival roads (President Hinckley of the Philadelphia, Wilmington and Baltimore Railroad acting as the ton mutual friend) that the through business should be divided equally, two through trains being run daily over the Baltimore and Potomac Road to and from Washingthe Baltimore and Potomac Road to and from Washington, and two over the Baltimore and Ohio. To make this equal division possible a fourth train was put on.

The Pennsylvania Railroad officials say that this was a concession which they were not bound by fair business dealing to make. Owning the line from New-York to Philadelphia, and controling the Baltimore and Potomac road, there was no renson why the Pennsylvania Company should not have the benefit of all the traffic between New-York and Washington if it choose to claim it.

claim it.
The attitude of the Philadelphia, Wilmington and The attitude of the Philadelphia, whimington and Baltimore Railroad is one of strict neutrality. Neither of the combatants can hit the other except over itt shoulders, and the consequence is that in the course of the struggle it will get a good many undeserved knocks which it will have to bear with what patience it can which it will have to bear with what patience it can commend. It has been alternately coaxed and threat-ened by both its powerful neighbors. Coaxed to make an alliance with one against the other, and threatened

ened by both its powerful neighbors. Coaxed to make an alliance with one against the other, and threatened with a rival parallel line when it refused, as it always did. President Hinckley said to-day that he should either satisfy both Col. Scott and Mr. Garrett by the course he was taking, or neither, and he meant to satisfy them both. He should side with neither in the quarrel, but should treat them both as friends whose differences he sincerely regretted.

To prevent the Baltimore' and Ohio Road from getting any portion of the travel from New-York to Washington, the Pennsylvania Company will not sell tickets or check baggage to the President-st station in Baltimore, or honor tekets north issued at that station. Baltimore passengers are thus forced to go to the Charles-st. station in the extreme western outsaints of the city whether they will or not, and the Philadel phia, Wilmington and Baltimore Road is not permitted to hand passengers traveling on its own line to or from its own depot if if they came from or are bound to points north of Philadelphia. It must surrender them to or accept them from the Baltimore and Potomae Road at Bay View Junction, and if their destination is Baltimore, they must be taken by that road to its station as Charles-st.—an injustice which can only be defended on the ground that all is fair in war. Passengers from Baltimore to New-York must go to Charles-st, to take a train or their tickets will now be accepted. The object of this arrangement

is to cut off the Baltimore and Ohio Road from all northern connections deprived it of any share of the through business to and from Whshington, and also the Western travel that it formerly got on through the theorem new York and points further north and cast. The excuse of the Pennsylvania Company for inconveniencing the people of Baltimore and forcing the Philadelphia, Wilmington and Baltimore Railroad's passengers out of the terminal depot of that Company is that it is obliged to take this course or give up the fight. If it did not, the agents of the Baltimore and Ohio would purchase tickets from Now-York to Baltimore and Ohio from Baltimore to points West and South, thus taking passengers through as effectually as was done before the war broke out. The difficulty about baggage could be easily got over by putting men on the trains to recheck before they arrived in Baltimore.

All through-freight arrangements between the contending rivals have terminated. The Pennsylvania agents are instructed to take no freight in New-York to go by way of the Baltimore and Ohio. Shippers sending goods to points on the latter road will be put to some annoyance and extra expense, having to pay the Pennsylvania road its local rate from New-York to Philadelphia. At the latter place the consignments will be received by the Philadelphia, Wilmington and Baltimore Railroad, which charges a rate considerably less than its own local rates, but which refuses to pro rate with the Baltimore and Ohio. Company, and at the same time, carrying out its programme of friendly neutrality, declines to be persused by the Philadelphia.

Baltimore and ohio Company, and at the same time, carrying out its programme of friendly neutrality, declines to be persused by the Pennsylvania Company to put local rates on freight confined to the Baltimore and Ohio.

Ohio.

Railroad men here express the opinion that the war will not last long, and it will terminate with a compromise which will force the public to pay the losses the contending companies suffer while cartying it on.

COL. SCOTT'S REPLY TO PRESIDENT GAR-RETT.

THE BALTIMORE AND OHIO RAILERAD COMPANY CHARGED WITH VIOLATING ITS AGREEMENTS-THE LINE THROUGH NEW-JERSEY OPEN TO ALL COMPANIES ON EQUAL TERMS - TERMINAL CHARGES IN NEW-YORK DEFENDED-MR. GAR-RETT RESPONSIBLE TO THE PUBLIC FOR THE POLICY OF DESTRUCTION.

PHILADELPHIA, Feb. 16 .- On receipt of the ommunication of President Garrett of the Baltimore and Ohio Railroad, Col. Scott forwarded the following

JOHN W. GARRETT, President of the Baltimore and Ohio

JOHN W. GARRETT, President of the Baltimore and Ohio Raticoad Company, Baltomore, Md.: I have your remarkable message of July 15, which was received too late to be answered yesterday by reason of other engagements which needed immediate attention; and a personal friend, to whom you had telegraphed a copy of your message to me, wired you to that effect, and that I would reply this morning. It was with surprise, therefore, that I saw your message to me published in the papers of to-day. But a little reflection has satisfied me that it was intended no doubt more for the papers than for myself, and that this is perhaps the explanation of the unusual course which you have pursued.

On the 12th of November 12, you agreed to all you state in your message, and you further agreed with Messrs. Vanderbilt, 42 ett. Chapin, myself, and other parties who were 12 esent, that while you were not prepared to compail; yourself to what was known as the "Saratoga Compact," as you had not had time to examine it side your return, you were prepared to say that you would pledge your company to maintain the rates made from time to that those from Philadelphia and Baltimore should also be maintained, the proper geographical distance heavy preserved to those from Philadelphia and Baltimore should also be maintained, the proper geographical distance heavy preserved to those company in good faith no one would have had cause of complaint; but it is a notorious fact, well known to every man in railway life, that this has not been done, and abundant evidence of that fact can be given at any time.

I think the unfair statement you gave of that interview to the Press, before the gentlemen who wore present had time to reach their hounes on quick expressional and met on the proper geographical distance heavy present had time to reach their houses on quick expressional and met on the proper geographical distance heavy present had time to reach their houses on quick expressional and met of the gentlemen who wore present nad time to reach their house

whether local or through, and that it was desired to divide the passenger outsines between Washington and New-York by giving each Cempany two trains. A number of our officers, including myself and the officers of the Philadelphia, Whimington, and Baltimore Ead, represented by Mr. Huckley and Mr. Samuel M. Felion, went to your office in Baltimore on April 17, 1874, and there agreed with your officers upon an arrangement for the trains, with a distinct, clear, and honorable understanding that the rates on business competitive to the lines of both companies, whether for New-York, Boston, Philadelphia, or Baltimore, and whether local or through, should be at all times maintained in good latth, preserving the proper difference to Philadelphia and Baltimore. This we hoped your officers meant to carry out in good fatth, as it was clearly the interest of the stockholders, not only of our companies out of the companies with which we transacted business, that this should be done. It was just to the public, became at no time has this company desired to have rates beyond should be done. It was just to the public, because at no time has this company desired to have rates beyond those which are fairly remunerative, and when should be alke to all surpers, so that no discrimination would be made in favor of any party, and no drawback or commission adowed at any party, every person in the country transacting business with the leading roads will be thus treated fairly and much better satisfaction given than under the then existing system. This agreement has been repeatedly violated by your officers within the past two months. Their attempts in Boston, New York, Philladelphia, and Baltimore to take business unfairly and in direct violation of your own personal agreement, have been so log between Chicago and Baitimore, had no influence whatever upon the action of the other trank lines. Your statement in regard to a monopoly across New-Jersey comes with a bad grace from your Company when our New-York and Philadelphia line has been open to the Baltimore and Onlo on the same terms precisely as to ail its own connecting lines, including the Philadelphia, Whimington and Baltimore Railroad.

The rates which you complain of as extraordinary on

The rates which you complain of as extraordinary on the New-York line for terminal expenses are not sufficient to cover the actual cost of the work dose for your business. The taking of the trade from the terminus of our roads in New-Yorks and finding transferring the cars to and from New-York and finding very expensive winarvos and warehouses there, and doing the handling and delivery of the trade, cannot in my judgment be done, and the expenses incident thereto paid, for the five cents per hundred energed for this service. By reference to the reports of this Company you will see that the cost of moving freight trails on the New-York Division, with grades of but 26 feet to the mile, is greater per ton per mile than on any other portion of our lines, caused entirely by heavy expenditures needed at the terminus, and the cost of receiving and mile, is greater per ton per mile than on any other por tion of our lines, caused entirely by heavy expenditures needed at the teriminals, and the cost of receiving and delivering traffic. We desire no profit from any of our connecting lines on this terminal charge, and up to this time have not received a dollar. With your enarge in Baitimore over your own road through the streets for delivering cars to the consignees of \$2.50 to \$5 a car, you at the same time requiring the shippers to find their own warehouses and handle the business, it seems to me that you have little right to complain of the enarge we make for the extraordinary expense we meur at New-York in doing the work for your lines. Your statement in regard to the protection of the States and interests, which you seem to think are under your charge, sound very peenfairly coming from the Prosident of the Baitmore and Onio Railroad, who for a period of over 15 years declined to allow the Northern Central and Pennsylvania Railroad companies, and the knes connecting with them to and from the Western and Northern States, facilities by which they could receipt a passenger over your road, check his baggage, or bill a pound of freight to and from the National capital. I think the time for demagogram in railway management to build up personal fame at the expense of our neighbors has passed. So far as this Company is concerned you may rely upon it that we will protect the business of Pinliadelphia, and place Baitimore, New-York, and other points accessible by our lines on an equitable and fair business basis in all matters relating to transportation over our own road. While we desire moderato rates for the service performed, believing that it is best for the public and for the owners of railway property that this should be the case, we shall always be ready to take care of our share of the context of this Company for the past year will equal to those of any other company. An examination of the reports of this Company for the past year will convince every fair-minded man that the average rates convince every fair-minded man that the average rates for transportation charged and received by the Pennsylvania Railroad Company over its lines are much below the average of those charged by the Baltimore and Ohio Company. It is true that we give to our local business moderate and fair rates, as compared with those you charge the people of Maryland and Virginia. The lines from Washington and Baltimore, to and from New-York, over our roads shail be made quite as perfect for the convenience of the people from this date as they have ever been at any time in the past. There shall be no inconvenience whatever to the public by reason of your effort to destroy the railroad property of any other parties. I can scarcely believe that the public will object to avoiding the delays of street naulage through Baltimore, and not avail themselves of the better facilities that we shall enjoy hereafter. The Northern Central Railway Company will during the present year perfect its terminal facilities at Baltimore, so as to place that city on a full equality with others on the scaboard, and it will be theightly and luterest of the Company wasseline terminates there to give to Baltimore a fine he every respect equal, both as to rates and facilities, to any that the Baltimore and only may be able to offer, You have no foot of railway on a dollar's worth of propert, north for transportation charged and received by the Penn ine terminates there to give to Bultimore a line in every respect equal, both as to rates and facilities, to any that the Baltimore and Ohio may be able to offer. You have no foot of rallway on a dollar's worth of propert, north of Baltimore, and yet you have enjoyed through business connections and arrangements for the interchange of traffic. There certainly has never been a time when you could not have had the use of the properties between Baltimore and New-York on reasonable and proper terms, and it seems to me most unfair that you should altempt by the course indicated in your message to coerce other parties into a policy that might result in great injury to the property they represent. The operations of this Company are conducted with a view to serving the public at a price that will afford a reasonable remuneration to the stockholders on their investment. No policy could be permanent or advantageous which disregards such a purpose, and if the measures to be adopted by the Baltimore and Ohio Raifroad Company should produce the results that you anticipate there will be no difficulty in understanding the motives which prompted such a course, and I believe the railway officers and the stockholders that may be injured with hold of you, as President of the Baltimore and Ohio road, responsible for this policy of destruction. So far as this Company is concerned it is abundantly able to take care of its interests and its stockholders.

The foregoing I believe to be a true statement of the questions presented by you. Their soution depends upon your own action, as the representative head of one of the great corporations of the country. I trust your decision will be such as may be wise and just to the interest you represent, and to those of other parties that may in some degree be dependent upon your lines, or the affected by it.

THOMAS A SCOTT, President.

XLIIID CONGRESS--2D SESSION.

REGULAR REPORT OF PROCEEDINGS. EPORT TO THE SENATE ON THE PRESS-GAG LAW-MR. SARGENT'S SPEECH CONCLUDED-NO HASTE IN THE HOUSE ON THE NEW TAX BILL-REOR-

GANIZING THE TREASURY DEPARTMENT—FUNERAL GEREMONIES OF THE LATE MR. HOOPER. SENATE.... WASHINGTON, Feb. 16, 1875.

The CHAIR laid before the Senate a communieation from the Secretary of War, transmitting in obedience to law a copy of the report of Maj. F. W. Farquhar, of the Corps of Engineers, upon the examination of sites for reservoirs at the head-waters of the Mississippi River. Referred to the Committee on Transportation Routes.

Routes.

Mr. FERRY (Rep., Mich.) from the Committee on Finance, reported the House bill restricting the funding of Custom duties, and prescribing certain regulations of the Treasury Department, with an amendment in the nature of a substitute. Placed on the calendar.

Mr. EDMUNDS (Rap., Vt.), from the Judiesary Committee, to whom was referred the resolution of Mr. Wright of Dec. 15, 1814, instructing the Committee "to inquire into the intent and meaning of the act of June 22, 1874, conferring jurisdiction upon the Criminal Court of the District of Columbia and for other purposes, and particularly whether under or by its provisions persons charged with or indicted for libel or other crimes in the said District of Columbia can be brought from a State or other place within Federal pirisdiction to said District on answer therefor, and also whether said act has any application to prosecution or

brought from a State or other place within Federal jurisdiction to said District to answer therefor, and also whether said act has any application to prosecution or indictment for their time of fine in any case, and report thereon," reported the same back with a written report on the subject, which was ordered to be printed.

Mr. EDMUNDS (Rep., V.), called up the bill to provide for the selection of grand and potit jurors in the District of Columbia.

Mr. SARGENT (Rep., Cal.) offered an amendment providing that no witness before an investigating committee of Congress shall be prosecuted for refusing to testify when he had subsequently reconsidered his refusil and answered all questions put to him. He said this amendment was to meet cases like that of frwin and others, which recently occurred.

Mr. EDMUNDS said this bill had nothing to do with such cases. It was to serve the ends of justice in cases where action might be barred by the statute of limitations. The amendment was rejected and the hill passed. Mr. FENTON (Lib. Rep., N. Y.) called up the report of the Conference Committee on the bill to authorize the Sencea Nation of New-York Indians to lease lands within the Cattaraugus and Allegany reservations, and to confirm existing lease, submitted yesterday. It was agreed to.

CLOSE OF MR SARGENT'S SPRECH,

CLOSE OF ME SARGENT'S SPRECH,

The morning hour having expired, the Senate resumed consideration of the resolution providing for the admission of Mr. Pinchback, and Mr. SARGENT of California continued his speech begun yesterday. He said when the Senate adjourned last evening he was speak-ing in regard to the frequent afrocicities in Louisiana. Ing in regard to the frequent afrocicities in Louisians. He then read from the testimony of Parson, a native of Louisiana, to show that the vindictiveness of the White League is against Republicans, white as well as colored, native as well as earpet-baggers. But, he asked, why this general denuaciation of Northern men in the South Have not our people a right to move from State to State to earn a living, to run for office, and to carry their political principles? He retried to a speech of Mr. Norwood, to refute his colleague, made at the theater at Savannah, and said all manner of opprobrium was poured with a witty, tongue on Northern Republicans to a delighted audience. It was not Northern men, but Northern Republicans that were hated, ostracized, and abused. Senator Gordon had claimed that the rebel soldiers thought they were right. He concerted it, but not that their so thinking made their acts right, or lessened the magnanimity of the Government in forgiving them. The High Priest who procured the crucilizion of Carist, and the people who asked the release of Barrahas probably thought they were right. It will not do for those whe rebelled against the best Government on earth to extend slavery; who drew the death line at Andersonville, who starved Union soldiers at Belle Isle, and Salisbury, and assarinated a President of the United States, the noblest and most loving heart of the age, to recall these deeds in other than a sorrowful splits. He then read from the testimony of Parson, a native of

He dwelt on the general condition of society in Louisi-He dwelt on the general condition of society in Louisiana for several years past, and said there were many scenes of bloodshed, going back to 1856 at the date of the shanghier at the Constitutional Convention. Such scenes led up to the Penn insurrection, of which the seizure of the legislative hall was but an incident. Before Mr. Sargent concluded the Chalman authorized that the hour of 2 o'clock had arrived and the Senate, in accordance with the order made yesterday, would proceed to the House of Representatives to attend the faneral of the late Samuel Hooper. At 250 p. in the Senate returned to the Chamber and Mr. Morton moved that a recess be taken till 7 o'clock this evening.

Mr. CONKLING (Rep., N. Y.) suggested that the Senfor modify his motion so as to provide that when the enate adjourn it be to meet again at 7 o'clock this evening.

Mr. BAYARD (Dem., Del.) moved to adjourn till tomorrow. At the request of Mr. HAMLIN (Rep., Mc.)
Mr. MORTON withdrew his motion, and the Senate at
2:55 p. m. adjourned till 12 o'clock to-morrow.

HOUSE OF REPRESENTATIVES. The House met at 11 o'clock a. m. Bills

eported last week from the Committee of the Whole vere taken up for action and passed. Mr. GARFIELD (Rep., Ohio), from the Committee on Appropriations, reported the Sundry Civil Appropria-tions bill, which was made the special order for to-mor-

row. It appropriates \$23,408,722.

row. It appropriates \$23,408,722.

On a question as to precedence of business, Mr. DAWES (kep., Mass.) moved to go into Committee on the Tariff bill, and remarked that he was acting under the instructions of the Committee on Ways and Means and under a sense of pressing duty. Toe House would take the responsibility off his shoulders if it declined to go on with the consideration of the bill.

Mr. KEI.LOGG (Conn.) opposed the motion to go into Committee on the Tariff bill, and pressed the immediate consideration of the Southern Claims bill.

Mr. DAWES said he felt he had discharged his duty by beinging the matter before the House, and the coun-

by bringing the matter before the House, and the country would see how much easier it was to get money out of the Treasury than to get money into it. Unless the so addressed itself persistently to some such meas-and passed it, the Treasury would fail to meet its ands, and an extra session of Congress would be ecessary.
Mr. ALBRIGHT (Rep., Penn.)—How much debate do
on propose to allow on the Tariff bill?

you propose to allow on the Tariff bill?

Mr. DAWES-Three hours.

Mr. ALERIGHT-I move to hmit the debate to 11

The question was put on Mr. Albright's motion, and it was rejected.

The question was then put on a motion by Mr. DAWES, to limit the denate to three hours, and it was

rejected.
The question was then put on Mr. DAWES'S motion to go into Committee on the Tariff bill, and it was re-

to go into Committee on the Tariff bill, and it was rejected, 50 to 95.

Mr. PHELPS (Rep., N. J.) from the Committee on Banking and Currency, reported a bill to provide for the engraving and printing of United States notes, &c. Ordered to be printed and recommitted.

Mr. PACKER, irom the Post-Ollae Committee, reported the annual post-route bill, which was passed.

Mr. MYEKS (Rep., Ponn.) introduced a bill to return to the Government of Japan one-half of the indemnity rund paid by that Government to the United States under the Convention of Oct. 22, 1864, and to dispose of the onlance of said fund. Referred to the Committee on Foreign Affairs.

uniance of said fund. Referred to the Committee on Sorting Affairs.

Section 1 directs the return to Japan of \$375,000 with interest, being the remaining half of the Japan indemnity Fund paid by Japan. Section 3 directs payment to the others and cross of the Wyoming and Kinny of \$125,000 out of this fund for their services in the batter at the Strate of Simonoseth, which resulted in the transp. Section 3 directs that \$300,000 of the registered bonds, in which all of this fund is invested, shall remain nanct the countrol of the Secretary of State, the interest to be paid by him, for the education of a limited number of American and Japanese youths in the languages of either country, to serve as interpreters and assistants to the Legations and Consols of the United States. Section 4 transfers the balance of the Japanese indemnity fund to the Transpray of the United States.

REORGANIZING THE TREASURY DEPARTMENT. The House then took up as a special order the bill re ported from the Committee on Civil Service Reform by Mr. KELLOGG (Rep., Conn.) for the reorganization of the Treasury Department. The details of the bill were eanvassed in a colloquial discussion between Messrs. KELLOGG (Conn.) HALE (Rep., Me.), CESSNA (Rep., Penn.), and SPEER (Dem., Penn.), COBURN (Rep., Ind.),

HUBBELL (Rep., Mich.), and others. The point of direussion was exclusively the salaries attached to the directsion was exclusively the samires attached to the various offices in the Departments.

Mr. YOUNG (Dem., Ga.) offered an amendment requiring the appointments of the Department to be distributed among the States and Territories in proportion to the population. Agreed to.

Mr. YNER (Rep., Ind.) moved to strike out the enacting clause of the bill. Rejected.

The bill was then passed—Yeas, 128; Nays, 30.

The clause of the bill. Rejected.
The bill was then passon—Yeas, 128; Nays, 30.
Or the principal officers it first the salaries as follows: Secretary,
5:000; two Assistant Secretaries, \$4,500 acc; Chief Clerk, \$5,000;
acrising Architect, \$1,000; First Controller, \$0,000; Second Conciler, \$5,000; Commissioner of Customs, \$4,000; Pirst, Second,
Chird, Fourth, and Filla Auditor, \$4,000 acc; Auditor in the Possidice Department, \$4,000; Register, \$4,000; Tressurer, \$6,500;
Sastroller of the Currency, \$5,000; Commissioner of Internal Revenue,
it can). 86,000. Ar. SAWYER (Rep., Wis.), from the Committee on Commerce, reported the layer and Harbor Appropria-tion bill, which was referred to the Committee on Ap-

Mr. 8E881ONS (Rep., N. Y.), from the Conference Committee on the bin to authorize the Sencea Nation, New-York, Indians, to lease lands within the Catteraugus and Allegany reservation, and to confirm existing eases, made a report which was agreed to.

ELECTING PRESIDENT BY BIRECT VOTE. Mr. HARRISON (Rep., Tenn.) from the Committee or Elections, reported a bill proposing amendment to the constitution in reference to the election of a President and Vice-President.

The first section provides that the President and Vice-President.

The first section provides that the President and Vier-President shall be elected by the direct vote of the people. Such State shat be divined has diste is cauliful number to be included for the people which the base is entitled in Oungress, and the person having the highest must be of the cauliful in Oungress, and the person having the highest must estate it each district for President and recover his vote of that district just the candidates for President and Vice-President are not to be both chiness of the same State.

The second section provides that the person having the highest number of votes for President in a bund shall receive two Presidential votes from the State at large.

The third section provides that the person having the highest number of rotes in sur States (it being the highest number), each of these about provides that if two persons have the same number of rotes in any States (it being the highest number), each of these shall receive one Presidential vote from the State at large; but if more than two persons shall receive the highest linkest it being the highest linkest in the linkest link

at district.

The Pitth Section makes the same provisions applicable to the Vice-President.

The Ninth Section gives Courses power to provide for holding and conflicting Presidential elections.

The neventh nectors provides that the States shall be livided into

districts by the Legislature thereof; but that Congress may at any time by law alter the same.

The Mighth Section provides that no person who has been a Justice of the Supreme Court shalt be eligible to the office of Frendent or Vice President.

districts by the Legislature thereof; but that Congress may at any time by law also the the same.

The Righth Section provides that no person who has been a Jastice of the Supreme Court shall be eligible to the office of President.

Mr. HARRISON was going on to explain and advocate the bill when he was interrupted by observations from Mesars. LAMAR (Dem., Miss.) and SPEER (Dep., Penn.), members of the Committee on Elections, to fine effect that they had not given their assent to the report. The SPEAKER thereupon interposed, and suggested that as the hour for the funeral ceremonies of Mr. Hooper was at hand the bill should go over for two present, and stating that it would go over for two present, and stating that it would come up the first thing to-morrow after the reading of the Jurnal.

The SPEAKER then presented a letter from the Clerk in reference to the resignation of Mr. Purman of Florida, and directed the name of Mr. Purman to be struck from the roll of members.

The regular proceedings of the House were here interrupted, and the hall was put in order for the celebration of the funeral ceremonies of the late Samand Hooper, Representative from Massachuseits. The three front rows of seats, to the rizat of the Speaker's chair, were left vacant for the accommodation of members of the Samae, and a semi-circular range of chairs was placed in the area of the Clerk's deek for the Judges of the Supreme Court and members of the Cabinet. One large arm-chair was placed in the center of the area for the Fresident. By this time all the galleries and the approaches thereto were filled with spectators.

At precisely 2 o'clock the doorkeeper announced the Senate of the United States, and thereupon at the tap of the Speaker's gavel the members of the Bonase marched down the main aside and took the seats set apart for them. Senator Anthony, as the presiding officer of the Senate, took a chair beside the Speaker's At another signal tap from the Speaker's aveil the members of the Senase marched down the main aside and took t

beside the Speaker's, At another slight tap from the Speaker's gavel the members resumed their seats. The same ceremony was observed on the entrance of the Juages of the Sapreauc Cearl, wearing their silk gowns, and again on the entrance of the President and the members of his Cabinet. Then, the whole assumbles raining and standing, the coffin containing the body of Mr. Hooper was borne down the asise by members of the Capitol police and officers of the House, and placed on the crape-covered treatle in the area. The coffin, which was covered with black velvet, silver mounted and heaped up with flowers, was attended by members of the Committee of Arrangements, and was followed by tae domestic servants of the deceased, the two Senators from Massachusetts and by the members of the House from Massachusetts, most of whom were accompanied by indies. After all had taken their seats, aimed the most profound silence, the relictions ceremonics were opened by the reading of scriptural selections, beginning with the words "I am the resurrection and the life," by the Rev. J. G. Butler of the House. That was followed with prayer by the Rev. Dr. Addison of Trinity Church. Then, after a short pause, the coffin was borne out of the hall to be carried to Oakhill Cemetery, Georgetown. The Committee of Arrangements, the members of the Massachusetts delegation and the servants of the deceased followed, and then, in succession, the President and Cabinet, too and then, in succession, the President and Cabinet, too Judges of the Supreme Court, and the Squators. When all had gone the House, on motion of Mr. SCOFIELD (Penn.), adjourned.

A MARKET FOR KOYAL SCANDAL.

THE MYSTERIOUS £1,000 BOOK.

Mr. John Banvard announces that "the mysterious £1,000 book," "The Private Life of a King," will be published on Thursday by "The Literary and Art Publishing Company" of No. 806 Broadway. The Company name is quite new to the trade. It has a fresh pasteboard sign at the entrance of the lower Dodworth building and another on the locked door of a small room in the third story. It would seem to have been organized for the publication of this book, since its rejection by the regular publishers. This is the opinion in the trade The solume will make a 12mo. of 600 pages, about the size of Huish's Memoirs. Book experts freely express the opinion that it will prove to be no more than a re chauffe from Huish and other material, probably including the official record of the investigation by four peers into certain accusations against Caroline while Princess Book," or " The Genuine Book," can be bought almost anywhere, being neither rare nor expensive forts were made at the start to suppress this book, which contained nothing relating to the King, except the false accusation against his wife, and this is is the fact referred to by Huish, although not in the shape quoted by Mr. Banvard. Some of the extracts quoted by him as from his book are directly from Huish, and the copy from which it is set is partly printed and partly written. Mr. Sabin has written for the February number of his American Bibliopolist, which will be ready this week, a ten-page article on the subject, giving the history of all these books. The Huish book itself will be published early in March, by Adams, Victoria Co., in a 12mo of about 500 pages. The Petersons also take advantage of the excitement, and reissue Reynolds's "Court of London," with a huge heading of \$5,000 Roward " on the title-page.

DEPARTURE OF FOREIGN MAILS.

WEDNESDAY. Figs. 17.

Mails for Europe via Quoesatown and Liverp.od, by the steamship Abysasia, close at the Post-Office at 11 a. m. A Supplementary Mail is closed at the Fost-Office at 12.45 p. m., Becamship sails at 2 p. m., from Cunard Dock, Jercey City. Print. 18.

Mails for the Netherlands, direct, via Rottendam, by the steamwhip Mass, close at 8 a. m. Steamship sails from Harbe & Roten, liveship Mass, close at 8 a. m. Steamship sails from Harbe & Vera Craz close at 2 p. m. A Sunnisementary Mail is closed at the Post-Office at 2.40 p. m. Steamship sails at 3 p. m., from Per No. 3, N. R.

Mails for Bermuda by the steamship Canina, close at 2 p. m. Steamship sails at 4 p. m., from Per No. 47, North Rives.

FRIDAY, Figs. 19.

Mails for Newfoundland close at the New-Lore Post-Office every day at 1:30 p. m.

at 1:30 p. cs.
A Mail for Halifax, N. S., is closed at the New-York Post-Ofice every
tay at 0 p. in.

Matte for Great Britain and Ireiand, via Queenstown and Liverpool, by the steamahip City of Chester, close at 12 m. A Supplementary Mail the steemship City of Chester, close at 12 m. A Supplementary Mail is closed at the Port-Office at 2 p. m. Steamship sails at 3 p. m., from Pier No. 45, North River.

For Rurope, via Southameten and Brennen, by the steamship Necker, mails close at 11:30 p. m. Steamship sails at 2 p. m., from Pier tool office at 1:30 p. m. Steamship sails at 2 p. m., from Pier tool of Third-st., Hobokes.

For Prane, direct via Havre, by steamship Pereire, mails close at 12 m. A Supplementary Mail is closed at the Post-Office at 1:30 p. m. Steamship sails at 4 p. m., from Pier No. 50, North Sirer.

Mails for Ker West, by steamship City of Waro, close at 2 p. m. Steamship sails at 3 p. m., from Pier No. 20, East Sirer.

Alt Mails close at 11 o'clock a. m. The Post-Office is open from 9 s. m. to 11 a. m.

m. to ii a. m. MONDAY, Pan. 22.
Washington's Birthday—The Post-Office and all Malls will close at

10 a. m. Mails for Bradl, Argentine Republic, and the West Indies, by the straumhip South America, close at 7 a. m. No Supplementary Mail. Steamanip sails at 9 a. m., from Pier No. 43, North River. PASSENGERS SAILED.

FOR SAN PRANCISCO—In etcamakin Acapulas, Feb. 16.—L. Kura, Thos. Dwert, W. T. Curta and wife, Lass. H. Seymour, H. Chris, and brother, V. W. Jones, George E. Carleton and wife, J. R. Smith, wife and brother, V. W. Jones, George E. Carleton and wife, J. R. Smith, wife and W. W. H. Richle, Jaz. Alexander and wife, John K. Martin, wife and W. H. Richle, Jaz. Alexander and wife, John K. Martin, John L. Faylor, David Gilespine, L. A. Atwaster, R. Barkmann, Mas A. Mulhatepa, Mas M. Schontinai, James Smith, G. S. Brooks, H. I. Diswiller, And A. P. Parker, Jaz. Sometville, Mrs. 6. H. Rossell, Miss L. E. Edwards, W. A. Munes, wife and child, Miss Rooa Printing, C. P. Salmer and wife, Miss A. Patchen, L. Brandis, S. Monell, J. S. Parsons, The C. Engleson, Mrs. B. R. Keigeran, G. Bueler and wife, Mrs. Frances Physics, Mrs. M. J. France, The Company, J. R. Lewis, R. G. M. Rossell, Mrs. La Ready Physics, Mrs. Phys. Rev. B (1998), Mrs. Phys. Rev. B (1998), Mrs. Phys. B (1998), Phys. B (1998), Mrs. Phys. Phys. Phys. B (1998), Mrs. Phys. Phys. Phys. Phys. B (1998), Mrs. Phys. Ph

SHIPPING INTELLIGENCE.

Houghten, Schr. B. J. Raurd, Brewster, Georgetown, S. C., Bentley, Guider sierre & Co., pohr. J. P. Robinson, Harvey, Boston, Chas. Twing.

point J. P. Robinson, Harver, Reston, Chas. Twing.

ARILIVED.

Steamship Henry Channeer, Firm, Aspinwall Feb. 7, with miss, and pass, to Parise Mail Steamship Co.

Steamship Columbus, Reed, Harvan Feb. 11, with miss, and pass, to Win. P. Clyde & Co.

Steamship Changion, Lockwood, Charleston Feb. 13, with miss, and pass to J. W. Quintaria & Co.

LoxDox, Feb. 10.—The sines Olive, trom Singapore for Beston, and Systey Ducres from San Francisco for Liverpool, were abandoned at sea in amining condition.

LONDON, Pers from San Francisco for Liverpoot, were abancance as spring parent from San Francisco for Liverpoot, were abancance in a sinking condition.

Wastington, D. C., Peb. 16.—A telegram from Cape Heary, dated this morning, to the Signal office, says: No change in the pus non of the Kawalin. Wicekers arrived this morning and commenced to lighten

her.

NOTICE TO MARINERS.

WASHINGTON, Feb. 10.—Nettor is given by the Lighthouse Board that on and after the first day of March, 1875, a steam for which giving hissis of non-scools, at latervals of 30 seconds with the sounded arring their and fogg weather at South-Wort Root Light Station. Atchalalaya Bay, Louisians, Gulf of Mexico. MOVEMENTS OF PACIFIC MAIL STRAMSHIPS.

Steamship Colon sailed from Aspinwall for New-York, Feb. 13.
Steamship Greet Republic arrived at Hong Kong from San Francisco Steamship Chius sailed from Hong Kong for San Francisco via Toko-

ams. Pob. 15. Steamship Alaska arrived at San Francisco from Hong Kong via Yokohama, 16th.

Steamship Henry Channey arrived at New-York from Asplawall

dicamable Acapaleo mited from New York for Aspinwall, 18th. For Latest Ship Acres see Seventh Pages